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TALBOT COUNTY DEPARTMENT OF PUBLIC WORKS **OFFICE OF PLANNING & CAPITAL PROGRAMMING**

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Mr. Donald A. Halligan, Director
Office of Planning and Capital Programming
State Highway Administration
7201 Corporate Center Drive
Hanover, MD 21076

RE: Talbot County Priority Projects
FY 2012-2017 Consolidated Transportation Program

Dear Mr. Halligan:

I have enclosed Talbot County's Priority Projects to be incorporated into the Consolidated Transportation Program for your review and use. If you have any questions concerning the attached projects, please contact me at your earliest convenience. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to be "Ray Clarke".

Ray Clarke, P.E.
County Engineer

cc. John Craig, County Manager
Sandy Coyman, County Planner
Mike Mertaugh, DPW

**TALBOT COUNTY PROJECT PRIORITY LISTING
FOR THE CONSOLIDATED TRANSPORTATION PROGRAM
2012**

PRIORITY RANKING	PROJECT DESCRIPTION
1	<p><u>US Route 50/MD Route 309/MD Route 662 Intersection Capacity Improvements</u></p> <p>As a result of increasing traffic for the growing Easton Airport, Talbot County Community Center and likely relocation of the Easton Memorial Hospital to Longwoods Road (MD Route 662) our top priority would be the construction of an overpass that meets FAA requirements and serves these facilities. Moreover, MD Route 309 (Cordova Road) is a significant corridor for vehicular traffic from northern Caroline County (Denton, Ridgely, Greensboro, etc.) to Easton and points south along US Route 50. During morning peak hours, left turns from MD Route 309 to US Route 50 eastbound commonly back up through the adjacent MD Route 309/Black Dog Alley intersection. A second left turn lane onto US Route 50 would likely relieve this extensive backup. Also, the left turn lane from US Route 50 eastbound to MD Route 309 should be evaluated for adequate capacity. West of this intersection, extending through the adjacent MD 662 intersection, has poor geometry/intersection spacing. For these reasons, capacity and safety improvements in this area would be beneficial.</p>
2	<p><u>MD Route 33 Capacity and Evacuation Improvements</u></p> <p>Portions of this corridor, between the Town of St. Michaels and the Town of Easton, experience some weekday capacity issues which are anticipated to increase in the future. Also, during recent weather-related emergencies such as Tropical Storm Isabel and Hurricane Irene, this corridor experienced areas of significant flooding, limiting ingress and egress from this portion of the County. The MD Route 33 corridor is the sole evacuation route for this populated neck or peninsula. Accordingly, capacity improvements as well as elevation modification to eliminate or minimize storm surge road flooding, should be pursued. Traffic counts show that portions of MD Route 33 have heavy traffic volume, particularly near the intersection with MD Route 322. With future commercial growth at the northeast corner of this intersection, capacity and safety improvements should be reviewed as part of every new development application with capacity and safety improvements being made in part or in total with developer contributions.</p>
3-A	<p><u>US Route 50/MD Route 328 – Goldsborough Street Intersection Improvements</u></p> <p>This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Goldsborough Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.</p>
3-B	<p><u>US Route 50/MD Route 331 – Dover Street Intersection Improvements</u></p> <p>This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Dover Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection. An overpass should be planned as a long term solution for both 3-A and 3-B.</p>

Regional Projects

4

Replacement of Dover Bridge

The State should continue with plans to construct a new high level bridge on MD 331 to provide a safe and dependable crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties in the past that affected commerce and emergency services in both Caroline and Talbot counties. As the mechanism that open and close the waterway for marine traffic fails, people, freight and goods are forced to travel over 30 miles out of their way which increases trip lengths, wastes fuel and adds to more emission being emitted to the air.

5

MD Route 404 Capacity and Safety Improvements

The State should continue with improvement to this regionally important roadway. Such reconstruction should not only address capacity and safety, but also ensure that local communities are not unreasonably divided by this effort. Based on historical accident data, MD Route 404 is one of the deadliest highways in the State of Maryland, and ranks as one of the deadliest roads on the Eastern Shore. This highway is critical to the movement beachgoers heading to the beaches along the coasts of Maryland and Delaware.